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**PHOTOGRAPHIC
INTERPRETATION
REPORT**

**NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER**

AIR ACTIVITY IN CHINA

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TOP SECRET RUFF**AIR ACTIVITY IN CHINA****ABSTRACT**

1. This report describes recent developments in Chinese airfield and possible aircraft plant construction and aircraft deployments. This report, based on photography of January and February 1972, contains text, a location map, and two photographs.

INTRODUCTION

2. China is continuing its airfield construction program and aircraft deployments (Figure 1). Six jet-capable airfields were newly identified under construction, and two operational airfields have undergone major improvements. Underground aircraft storage areas were observed under construction at four of the airfields under construction and at one of the improved airfields. Hardened aircraft storage shelters were in various stages of construction at three other airfields, and concrete helicopter hardstands have been built at a fourth. A possible aircraft plant was newly identified in an early stage of construction. Major deployments of aircraft were observed at ten operational airfields.

BASIC DESCRIPTION**Airfield Construction**

3. Major airfield construction has been continuing. Six airfields under construction have been newly identified, and two other airfields have been greatly improved.



FIGURE 1. LOCATION MAP

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Chiu-mi-chih Airfield [REDACTED]

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4. The newly identified airfield under construction at 37-52-03N 110-04-04E, 1.8 nautical miles (nm) northwest of Chiu-mi-chih and 30 nm southeast of Yu-lin, was in a late stage of construction [REDACTED]

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[REDACTED] It consisted of a 2,600- by 47-meter (8,530- by 155-foot) northwest/southeast serviceable concrete runway, a parallel taxiway, two end-connecting links, three crossover links, a parking apron, and an underground aircraft storage area with two tunnel entrances. Construction was continuing on the support facilities, the tunnel entrances, and a connecting taxiway. Construction of the airfield began [REDACTED] The airfield was operational and occupied by ten BAT aircraft on [REDACTED]

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Chu-chi/Kuan-yin-tang Airfield [REDACTED]

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5. The newly identified airfield under construction at 34-26-55N 115-27-20E, 2.3 nm northeast of Kuan-yin-tang and 9.5 nm west of Chu-chi (Shang-chiu), was in an early stage of construction [REDACTED]

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[REDACTED] It consisted of a 2,200- by 50-meter (7,220- by 165-foot) north/south graded-earth runway, a parallel taxiway, two end-connecting links, three crossover links, two alert aprons, three parking aprons, and an aircraft dispersal area. Construction of the airfield began [REDACTED]

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Feng-ning Probable Airfield [REDACTED]

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6. The newly identified airfield under construction at 41-14-50N 116-38-20E, 2.6 nm west of Feng-ning and 85 nm north of Peking, was in a very early stage of construction with only preliminary scarring of the runway evident [REDACTED] An underground aircraft storage area with two tunnel entrances was under construction 1 nm north of the runway. Construction of the airfield began [REDACTED]

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Huang-pei Airfield [REDACTED]

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7. The newly identified airfield under construction at 30-54-30N 114-30-30E, 7.4 nm east-northeast of Huang-pei and 22 nm northeast of Wu-han, was in an early stage of construction [REDACTED]

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[REDACTED] Facilities consisted of a graded-earth runway, a parallel taxiway, an end-connecting link, a crossover link, and a parking apron. Construction of the airfield began [REDACTED]

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Shao-yang/Liang-shih-tang Airfield [REDACTED]

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8. The newly identified airfield under construction at 27-13-22N 111-40-20E, 10.8 nm east of Shao-yang and 4.2 nm west-southwest of Liang-shih-tang, was in an early stage of construction with only preliminary grading of the northeast/southwest runway underway [REDACTED] An underground aircraft storage area with two tunnel entrances and a connecting taxiway were under construction 1.9 nm south of the airfield. Initial construction activity consisting of ground clearing and tunnel construction was observed [REDACTED]

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Su-chou Airfield West 2 [REDACTED]

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9. The newly identified airfield under construction at 31-16-00N 120-24-00E, 11.6 nm west-southwest of Su-chou and 55 nm west of Shang-hai, was in an early stage of construction with only preliminary clearing and grading of the north/south runway underway [REDACTED] An underground aircraft storage area with two tunnels and a connecting taxiway was under construction in the hills northeast of the airfield. Construction of the runway [REDACTED] the tunneling activity was visible [REDACTED]

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Yai-hsien Airfield [REDACTED]

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10. The recently improved airfield at 18-17-18N 109-27-48E, 3.7 nm northwest of Yai-hsien on Hainan Island, was complete and serviceable [REDACTED] The northeast/southwest runway, two crossover links, and two parking aprons have been resurfaced with concrete. The improved runway has been extended to 1,558 by 49 meters (5,110 by 160 feet). Construction began [REDACTED]

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Chang-chou Airfield

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11. A newly identified underground aircraft storage area with two tunnel entrances was in an early stage of construction in a hill immediately north of the central aircraft dispersal area

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Construction began

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12. In addition to the major airfield construction, four additional airfields have been improved. Hardened aircraft storage shelters were observed under construction at three airfields, and concrete helicopter hardstands have been built at a fourth airfield.

Kuang-chou/Shi-ti Airfield

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13. A newly identified hardened aircraft shelter was in the midstage of construction with the center section of the shelter being covered with earth. Preliminary grading was visible

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Shang-hai/Ta-chang Airfield

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14. A newly identified hardened aircraft shelter was in a mid-to-late stage of construction with the shelter being covered with earth (Figure 2). The initial excavation was first observed on photography

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Tu-chang-tzu Airfield [REDACTED]

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15. A newly identified hardened aircraft shelter was in an early stage of construction with only the initial excavation underway [REDACTED]. Preliminary grading was visible [REDACTED]

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Jung-yang Airfield West [REDACTED]

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16. Thirty-six concrete helicopter hardstands had been built between the runway and the support facilities [REDACTED]. The initial grading for the hardstands was present [REDACTED]

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Possible Aircraft Plant Construction

17. Ching-men Possible Aircraft Plant [REDACTED] at 30-59-00N 112-04-05E, 7.3 nm west-southwest of Ching-men and 150 nm west-northwest of Wu-han, was newly identified in an early stage of construction on photography [REDACTED] (Figure 3). It consisted of a large hangar-type building under construction, two building foundations, three large cleared areas, and a large completed support building. A concrete ramp, a taxiway, and three hardstands were in various stages of construction. The ramp and taxiway extend from the area of the hangar-type building into a nearby lake, suggesting that the plant could be associated with seaplane production. The installation was in a very early stage of construction [REDACTED]

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Aircraft Deployment

18. Aircraft were identified on photography for the first time at four airfields. One FARMER and four FAGOT/FRESCO were at Chang-hsing Airfield [REDACTED]. Two small swept-wing aircraft were at Kung-ka Airfield [REDACTED]. Twenty-two FAGOT/FRESCO were at Wu-chai Airfield North [REDACTED]. Five COLT were at Ying-shan Airfield North [REDACTED]

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19. FARMER aircraft deployments were observed at three airfields. Seventeen FARMER were at An-shun Airfield [REDACTED]. This is the largest number of FARMER ever identified at this airfield. Sixteen FARMER were at Hsu-pu Airfield [REDACTED]. This is the first identification of FARMER aircraft at this airfield. Nine FARMER were at Wu-ching Airfield [REDACTED]. This is the first identification of FARMER aircraft at this airfield.

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20. Sino-A aircraft were observed for the first time at an airfield in the Shan-tung Peninsula area and their numbers increased at another airfield. Twenty-four Sino-A aircraft were at Kao-mi Airfield [REDACTED]. This is the first identification of Sino-A aircraft at this airfield. Twenty-one Sino-A aircraft were at Lu-ta/San-shih-li-pu Airfield [REDACTED]. This is the largest number of Sino-A aircraft ever observed at this airfield.

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21. Photography also provided confirmation of the delivery of two Soviet CLASSIC transport aircraft to China. Two CLASSIC were at Peking Airfield Capital [REDACTED]. This is the first identification of the Soviet CLASSIC in China.

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